2002

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

19

Charlotte County
Town of Charlotte C.H.
Town of Drakes Branch
Town of Keysville
Town of Phenix

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

29 US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					Ch	arlotte M	aintenan	ce Area	1							
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Charlotte County				P					-							
15	7.39	2000	G	87%	0%	Mecklenb 3%	1%	8%	0%	F	0.078	F	0.532	2000	G	2002
15	3.24	2200	G	From: 87%	0%	SR 92 B 3%	arnes Junc 1%	8%	0%	F	0.085	F	0.514	2200	G	2002
15	3.88	6700	G	From: 66%	10%	US 360 N 7%	ear Wyllie 2%	sburg 15%	1%	F	0.077	F	0.509	6600	G	2002
(15)	6.60	6200	G	From: 66%	10%	SR 47 7%	Krafton Ga 2%	15%	1%	F	0.07	F	0.534	6200	G	2002
15	3.36	6100	G	From: 65%	8%	US US 15 2%	South of K 1%	eysville 23%	2%	F	0.073	F	0.504	6000	G	2002
<u>(15)</u>	2.04	5500	G	From: 65%	8%	2%) Keysville 1%	23%	2%	F	0.074	F	0.525	5400	G	2002
\	1.65	3500	G	To: From: 90%	US 36	0, BUS US Functions 3%	15 North Il Class Ch 1%		ille 0%	F	0.087	F	0.586	3500	G	2002
[15]	1.00	5500		70:		Prince Edv			370	'	0.001	'	0.000	3300		2002
Bus 15	2.93	1500	G	From: 90% To:	1%	4%	of Keysv 1% Keysville	ille 5%	0%	F	0.105	F	0.565	1500	G	2002
Town of Kevsville																
Bus (15)	0.73	1500	N	90%	1%	CL 4%	Keysville 1%	5%	0%	N	0.105	N	0.565	1500	N	2002
Bus (15)	0.56	5700	G	From: 90%	1%	4%	SR 40 1%	5%	0%	F	0.081	F	0.508	5700	G	2002
Bus	0.37	4500	G	From: 90%	1%	4%	SR 40 1%	5%	0%	F	0.093	F	0.521	4500	G	2002
(15)	0.57	4500		To:	1 70		Keysville	370	070	'	0.093		0.321	4300		2002
Charlotte County Bus	4.24	4500		From:	40/		Keysville	F0/	00/	N.	0.000	N.	0.504	4500	NI NI	2002
[15]	1.34	4500	N	90% Ta-	1%	4% US 15 N	1% I of Keysv	5% ille	0%	N	0.093	N	0.521	4500	N	2002
				From:		Campbe	ll County I	Line								
40	6.74	1400	G	83% To:	1%	4% WC	1% L Phenix	12%	1%	F	0.082	F	0.513	1400	G	2002
Town of Phenix																
40	0.97	1400	N	83%	1%	4%	L Phenix 1%	12%	1%	N	0.082	N	0.513	1400	N	2002
40	0.62	2100	G	From: 83%	1%	4%	19-727 1% L Phenix	12%	1%	F	0.085	F	0.561	2100	G	2002
Charlotte County						EC	L PHEIIIX		L							
40	0.78	2100	N	From: 83%	1%	EC 4%	L Phenix 1%	12%	1%	N	0.085	N	0.561	2100	N	2002
40)	4.38	2100	G	From: 83%	1%	19-746 I	East of Phe	nix 12%	1%	F	0.076	F	0.655	2100	G	2002
				To:		WCL C	harlotte C	.Н.								
Town of Charlotte C.H.	0.98	2100	N	From: 83%	1%	WCL C	harlotte C	.H. 12%	1%	N	0.076	N	0.655	2100	N	2002
40	0.10	4200	G	From: 83%	1%	4%	7 SR 47 1%	12%	1%	F	0.087	F	0.522	4200	G	2002
40	0.94	2100	G	From: 83%	1%	4%	SR 47 1%	12%	1%	F	0.081	F	0.593	2100	G	2002
				To:		ECL C	harlotte C.	H.								

							3							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Charlotte County				From:		ECL Charlette CH	1							
40)	7.58	2100	N	83%	1%	ECL Charlotte C.H. 4% 1% 12%	1%	N	0.081	N	0.593	2100	N	2002
40				To:	.,,	WCL Keysville								
Town of Keysville														
				From:	10/	WCL Keysville	101					2122		
40	0.54	2100	N	83%	1%	4% 1% 12%	1%	N	0.081	N	0.593	2100	N	2002
Bus				From:		W US 15 Bus								
(40) (15)	0.56	5700	G	90%	1%	4% 1% 5%	0%	F	0.081	F	0.508	5700	G	2002
				Tar		E US 15 BUS	1							
40)	0.40	3000	G	90%	0%	4% 1% 5%	0%	F	0.081	F	0.514	3000	G	2002
				To:		ECL Keysville								
Charlotte County														
	0.85	3000	N	90%	0%	ECL Keysville 4% 1% 5%	0%	N	0.081	N	0.514	3000	N	2002
40	0.00	3000	IN	90 76 To:	0 /0	Lunenburg County Line	0 /6	IN	0.001	IN	0.514	3000	IN	2002
				From:		Mecklenburg County Line								
47)	2.70	1700	G	82%	1%	4% 1% 12%	0%	F	0.082	F	0.563	1700	G	2002
41)				To:		US 15-360 Krafton Gate								
47)	6.55	2300	G	82%	1%	4% 1% 12%	0%	F	0.101	F	0.641	2200	G	2002
41)				To:		SCL Drakes Branch		•		•				
Town of Drakes Branch							_							
				From:		SCL Drakes Branch								
47)	2.09	2300	N	82%	1%	4% 1% 12%	0%	N	0.101	N	0.641	2200	N	2002
				To: From:		SR 59								
(47)	0.25	2300	G	82%	1%	4% 1% 12%	0%	F	0.089	F	0.503	2300	G	2002
				To:		NCL Drakes Branch								
Charlotte County				From:		NCL Drakes Branch	ī							
47)	3.03	2300	N	82%	1%	4% 1% 12%	0%	N	0.089	Ν	0.503	2300	N	2002
•••				To:		SCL Charlotte C.H.								
Town of Charlotte C.H.														
				From:	10/	SCL Charlotte C.H.	201							
47	0.99	2300	N	82%	1%	4% 1% 12%	0%	N	0.089	N	0.503	2300	N	2002
				From:		S SR 40								
47 40	0.10	4200	G	83%	1%	4% 1% 12%	1%	F	0.087	F	0.522	4200	G	2002
				To: From:		N SR 40	-							
47)	0.98	1400	G	82%	1%	4% 1% 12%	0%	F	0.079	F	0.705	1400	G	2002
<u> </u>				To:		NCL Charlotte C.H.								
Charlotte County				From:		NCL Charlotte C.H.	1							
47)	3.47	1400	N	82%	1%	4% 1% 12%	0%	N	0.079	Ν	0.705	1400	N	2002
47				To:		19-660								
47	7.02	1300	G	From: 82%	1%	4% 1% 12%	0%	F	0.095	F	0.585	1300	G	2002
47)				To:										
47)	2.82	1500	G	82%	1%	19-649 Madisonville 4% 1% 12%	0%	F	0.085	F	0.641	1500	G	2002
	2.02	.000	_	To:		Prince Edward County Line	7,0	•	2.000	•	J.0 F1	.000	_	_502
41)				From:		Charlotte County Line					_			
					1%	4% 1% 12%	0%	F	0.084	F	0.625	1700	G	2002
47)	1.59	1700	G	82%	1 /0								•	
47)	1.59	1700	G	82% To:	1 70	Appomattox County Line								
47)	1.59	1700	G	То:		Appomattox County Line								
47 Town of Drakes Branch				To:		Appomattox County Line R 47 North of Drakes Branch	0%	F	0.085	F		1200	G	
47)	0.55	1700	G G	То:	Si	Appomattox County Line	0%	F	0.085	F	0.519	1200		
Town of Drakes Branch				From: 93%	Si	Appomattox County Line R 47 North of Drakes Branch 3% 1% 3%	0%	F	0.085	F		1200		
47 Town of Drakes Branch	0.55	1200	G	From: 93% To:	S) 0%	Appomattox County Line R 47 North of Drakes Branch 3% 1% 3% NCL Drakes Branch NCL Drakes Branch		F		F	0.519			2002
Town of Drakes Branch				From: 93% To:	Si	Appomattox County Line R 47 North of Drakes Branch 3% 1% 3% NCL Drakes Branch	0%	F	0.085	F		1200		

					Cha	arlotte Maintenan	ce Area	1							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Kevsville															
59	0.58	1200	N	93% To:	0%	WCL Keysville 3% 1% SR 40 Keysville	3%	0%	N	0.085	N	0.519	1200	N	2002
Charlotte County						•		•							
92	2.11	2200	G	91%	0%	Mecklenburg County 3% 1%	Line 4%	0%	F	0.091	F	0.592	2200	G	2002
92	3.80	2000	G	From: 91%	0%	US 15 Barnes June 3% 1%	4%	0%	F	0.088	F	0.507	2000	G	2002
92	0.70	500	G	97%	0%	US 360 1% 1%	1%	0%	F	0.116	F	0.679	490	G	2002
				To:		Halifax County Li									
360	1.73	5900	G	85%	1%	Halifax County Li 2% 2%	9%	1%	F	0.081	F	0.533	5700	G	2002
360	4.64	4400	G	From: 85%	1%	SR 92 2% 2%	9%	1%	F	0.08	F	0.506	4300	G	2002
360 15	3.88	6700	G	From: 66%	10%	W US 15 7% 2%	15%	1%	F	0.077	F	0.509	6600	G	2002
(360) (15)	6.60	6200	G	From: 66%	10%	SR 47 Krafton Ga 7% 2%	te 15%	1%	F	0.07	F	0.534	6200	G	2002
360 (15)	3.36	6100	G	From: 65%	8%	S US 15 BUS 2% 1%	23%	2%	F	0.073	F	0.504	6000	G	2002
360 15	2.04	5500	G	From: 65%	8%	SR 40 Keysville 2% 1%	23%	2%	F	0.074	F	0.525	5400	G	2002
360	1.75	6000	G	From: 85%	1%	E US 15 2% 2% Prince Edward Count	9%	1%	F	0.070	F	0.501	5800	G	2002
Bus Bus				From:		US 15 S OF KEYSV									
Bus Bus (360) (15)	2.93	1500	G	90% To:	1%	4% 1% CL Keysville	5%	0%	F	0.105	F	0.565	1500	G	2002
Town of Keysville								-							
Bus Bus (360) (15)	0.73	1500	N	90%	1%	CL Keysville 4% 1%	5%	0%	N	0.105	N	0.565	1500	N	2002
Bus Bus (360) (15)	0.56	5700	G	From: 90%	1%	S SR 40 4% 1%	5%	0%	F	0.081	F	0.508	5700	G	2002
Bus Bus (360) (15)	0.37	4500	G	From:	1%	N SR 40 4% 1%	5%	0%	F	0.093	F	0.521	4500	G	2002
300 (19)				To:		CL Keysville									
Charlotte County				r											
Bus Bus (360) (15)	1.34	4500	N	90% To:	1%	CL Keysville 4% 1% US 15 N OF KEYSV	5% ILLE	0%	N	0.093	N	0.521	4500	N	2002
				From:		Mecklenburg County		ĺ							
600	0.60	40	R	To:		19-602				NA			NA		07/17/2000
(601)	0.70	120	R	From:		19-631				NA			NA		1997
(601)	0.20	350	R	To: From:		SR 92				NA			NA		1997
(601)	0.70	380	R	To: From:		19-602				NA			NA		1997
				To		US 15									
(602)	0.10	130	R	From:		19-609; 19-686				NA			NA		07/17/2000
				To:		19-600									

					Charlotte Maintenance Area								
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Charlotte County				From:									
602	0.99	120	R	rion.	19-600			NA			NA		07/17/2000
	0.04		_	To: From:	0.99 MW 19-600			NIA			NIA		07/47/2000
602	0.91	50	R	To:	19-601	\neg		NA			NA		07/17/2000
				From:	19-607								
603	0.50	170	R		17-007			NA			NA		1997
603)	1.50	90	R	To: From:	19-684			NA			NA		11/01/2000
	0.60	60	R	From:	19-744			NA			NA		11/01/2000
603	0.00	00	K	To:	Mecklenburg County Line	1		INA			INA		11/01/2000
				From:	19-709								
604)	2.80	390	G					0.119	F	0.575	380	G	2002
				From:	19-655								
604)	1.50	390	R					NA			NA		1997
	2.40	420		From:	19-651			NIA			NΙΔ		1007
604)	3.40	420	R	To:	Prince Edward County Line; 73-671			NA			NA		1997
				From:	19-608								
605)	1.59	200	R		19-008			NA			NA		03/28/2000
(603)				To:	19-632								
(605)	0.10	460	R	From:	17-032			NA			NA		03/28/2000
000				To:	US 15 SOUTH								
	4.00	000	_	From:	US 15 NORTH			N1.0			NIA		00/00/0000
605	1.06	220	R					NA			NA		03/28/2000
\bigcirc	0.50	400		From:	19-627								00,100,1000
605)	0.50	130	R					NA			NA		03/28/2000
$\overline{}$	0.07	400		From:	0.50 MS 19-627			N1A			NIA		00/00/000
605	0.27	100	R	To:	Mecklenburg County Line			NA			NA		03/28/2000
				From:									
(606)	2.00	300	R		19-637			NA			NA		11/08/2000
000)				To:	19-634								
(606)	3.50	390	R	From:	19-034			NA			NA		11/08/2000
(000)	0.00			To:	19-679								
606)	0.70	500	R	From:	19-079			NA			NA		11/08/2000
606)				To	19-626								
606)	0.72	420	R	From:	19-020			NA			NA		11/08/2000
(000)				To:	US 15								
				From:	19-746								
607)	3.06	180	R	-				NA			NA		1997
				Tar	19-641								
607	2.95	150	R	From:	3, 0.15			NA			NA		1997
				To:	19-637								
607)	2.10	500	G	92%		0%	С	0.100	F	0.592	490	G	2002
				To:	19-608								
607)	1.50	260	R	From:	.,			NA			NA		1997
				To:	19-631								
607	0.60	150	G	From: 92%		0%	F	0.126	F	0.643	150	G	2002
607)				To		<u> </u>						_	
607)	0.85	390	R	From:	US 360			NA			NA		1997
007	0.00	-		To:	US 15								1301
-					- 7 - 7								

Route	Length	AADT	QA	4Tire	Bus		uck		- QC	Peak	QK	Dir	AAWDT	QW	Year
Charlotte County				. 1		2Axle 3+Axle	ııralı	21raii		Hour		Factor			
607)	0.70	420	R	From:		US 15				NA			NA		1997
				To: From:		19-609									
607	1.70	150	R	To		10.625				NA			NA		1997
(607)	1.50	120	R	From:		19-635				NA			NA		1997
				To:		Mecklenburg Count	y Line								
608	1.46	420	G	92%	1%	19-607 3% 2%	2%	0%	F	0.087	F	0.593	420	G	2002
608	0.86	260	G	92% To:	1%	US 360 3% 2% SR 92 WEST	2%	0%	С	0.098	F	0.72	260	G	2002
608)	2.12	860	G	92%	1%	SR 92 EAST 3% 2%	2%	0%	F	0.079	F	0.54	860	G	2002
608)	1.95	540	R	From:		19-605		<u> </u>		NA			NA		1997
608)	0.88	390	R	From:		19-632 US 15 NORTH	1	-		NA			NA		1997
608)	0.25	70	R	From:		US 15 SOUTE				NA			NA		03/21/2000
				From:		Dead End 19-607									
609	1.70	140	R	To:		19-635				NA			NA		11/01/2000
609	1.29	160	R	From:			-			NA			NA		11/01/2000
609	0.31	250	R	From:		1.30 ME 19-63 Mecklenburg Count		<u>_</u>		NA			NA		11/01/2000
				From:		US 15	<i>j</i> 2 .								
610	1.89	140	R	To:			T :			NA			NA		03/21/2000
				From:		Mecklenburg Count US 15; US 360									
611)	1.10	560	G	93%	1%	2% 2%	3%	0%	С	0.097	F	0.544	550	G	2002
611)	1.80	320	R	From:		19-634		<u> </u>		NA			NA		1997
<u>(611)</u>	1.20	470	R	From:		19-625				NA			NA		1997
	3.35	120	R	From:		19-607				NA			NA		1997
611)	0.00			To:		19-608				107					
612)	2.20	470	G	94%	1%	19-746 3% 0%	1%	0%	F	0.107	F	0.588	470	G	2002
612)	0.69	540	G	From: 94%	1%	19-641 3% 0% 19-637 NORTI	1%	0%	С	0.127	F	0.556	530	G	2002
				From:		19-637 EAST									
612	1.10	440	R							NA			NA		1997
612)	1.30	320	R	From:		19-613		<u> </u>		NA			NA		1997
612)	3.20	210	R	From:		19-634				NA			NA		1997
				To:		SR 47									

					Cha	arlotte Mair										
Route	Length	AADT	QA	4Tire	Bus	2Axle 3			2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Charlotte County				From:		19-	612		i							
613	2.20	270	R	<u> </u>							NA			NA		10/31/2000
613)	2.70	410	R	From:		19-			<u>_</u>		NA			NA		10/31/2000
	4.50	220		From:		SR 47 N SR 47 S					NIA			NIA		10/21/2000
613	4.50	220	R	To:		19-	623				NA			NA		10/31/2000
614)	0.50	40	R	From:		SR	. 59				NA			NA		10/30/2000
(014)				Tn·		Deac	l End									
615)	1.19	1200	G	96%	0%	Campbell C	County I 0%	ine 2%	0%	F	0.099	F	0.547	1100	G	2002
				To: From:		19-										
615	0.39	870	G	96%	0%	2%	0% 672	2%	0%	С	0.097	F	0.598	860	G	2002
615)	0.31	820	G	96%	0%	2%	0%	2%	0%	F	0.096	F	0.579	820	G	2002
615)	1.25	660	G	From: 96%	0%	19- 2%	663 0%	2%	0%	F	0.096	F	0.528	650	G	2002
	2.00	220		To: From:		19-	701		-		NIA			NIA		1007
615	2.99	330	R	To		19-	664				NA			NA		1997
615)	2.13	360	R	From:							NA			NA		1997
				From:		SR Campbell C		ine								
616	1.68	140	R	To:		19-672					NA			NA		03/27/2000
	1.00	130	R	From:		19-672					NA			NA		03/27/2000
616)	1.00	130	<u> </u>	To: From:		1.00 ME	E 19-672	2			INA			INA		03/21/2000
616	2.97	70	R	To:		19-					NA			NA		03/06/2000
				From:			672									
617	1.30	200	R								NA			NA		1997
(617)	1.70	260	R	From:		19-	762				NA			NA		1997
	1.00			From:	00/	19-		20/	-00/		0.405			200		
617)	1.60	230	G	91%	0%	0% SR	0% 40	8%	0%	С	0.105	F	0.5	230	G	2002
617)	0.60	250	R	From:							NA			NA		1997
<u>(617)</u>	2.50	320	R	From:		19-	675				NA			NA		1997
				To: From:		19-										
(618)	0.90	220	R	From:		Campbell C	County L	ıne			NA			NA		03/06/2000
				To:		SR Garanta II G		·								
619	3.50	270	R			Campbell C	ounty 1	ine			NA			NA		1997
<u>(619)</u>	3.00	230	R	From:		19-	620				NA			NA		1997
	0.50	390	R	From:		19-	649				NA			NA		1997
619	0.50	330		To:		19-	678		 -		INA			INA		1991
619	2.58	250	R	To:		19-					NA			NA		1997
						19-	01/									

					Ch	arlotte Maintenan									
Route	Length	AADT	QA	4Tire	Bus	Tru		OT''	QC	Peak	QK	Dir	AAWDT	QW	Year
Charlotte County				_		2Axle 3+Axle	ı ı raıl	∠ i rail		Hour		Factor			
619	2.29	190	R	From:		19-617				NA			NA		1997
619	0.10	60	R	To: From:		19-649		}		NA			NA		1997
619	1.30	80	R	To: From:		19-648				NA			NA		1997
619	1.50	100	R	To: From:		19-647		ŀ		NA			NA		10/11/2000
<u>619</u>	2.55	70	R	To: From:		19-746		-		NA			NA		10/11/2000
619	3.00	80	R	To: From:		19-645		}		NA			NA		10/11/2000
				To:		19-637 WEST									
Town of Drakes Branch (619)	0.41	230	G	From:	1%	19-637 EAST 1% 1%	0%	0%	F	0.117	F	0.56	230	G	2002
(619)	0.56	480		To: From: 97%	1%	19-1204 1% 1%	0%	0%		0.096		0.771	480	 G	2002
(619)	0.00			To:	170	SR 47	070			0.000	•	0.771	100		
Charlotte County				From:		19-619		1							
620	2.80	20	R	To:	Ш	alifax County Line; D	and End			NA			NA		08/28/2000
				From:	116	Dead End	eau Enu								
(621)	1.68	30	R	To:						NA			NA		03/08/2000
				From:		19-672 US 15 SOUTH									
622	1.10	130	R	To:						NA			NA		1997
622	1.02	220	R	From: To:	IIS:	19-639 15 N; US15 BUS; Ga	n Termin	,		NA			NA		1997
(622)	1.10	670	G	From: 88%		US 15 Bus; Gap Terr 2% 2%	ninus 9%	0%	С	0.097	F	0.543	670	G	2002
T CD I D I				To:		Lunenburg County	Line								
Town of Drakes Branch (623)	1.07	1200	G	94%	1%	SR 47 2% 1%	3%	0%	С	0.152	F	0.79	1200	G	2002
				To:		ECL DRAKES BRA	NCH								
Charlotte County 623	1.67	460	G	94%	1%	ECL DRAKES BRA	NCH 3%	0%	F	0.096	F	0.552	460	G	2002
623	3.00	370	R	To: From:		19-692		}		NA			NA		1997
	1.00	370	R	To: From:		19-639		}		NA			NA		1997
623				To: From:		19-613		<u> </u>							
623)	0.70	540	R	To: From:		US 15				NA			NA		1997
623	1.40	250	R	To		Lunenburg County	Line			NA			NA		1997
624)	1.00	230	R	From:		SR 92; 19-631				NA			NA		1997
				To:		US 15									
625	2.30	110	R	From:		19-637				NA			NA		1997
				To:	_	19-611	•								

					Charlotte Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Pe	(.)	K Dir Factor	AAWDT	QW	Year
Charlotte County				From:	US 15						
626	0.70	250	R		00 10	N	A		NA		1997
626	0.50	110	R	To: From:	19-606	N	A		NA		1997
020				To:	0.50 MN 19-606						
626	0.70	20	R	To:	Dead End	N	A		NA		11/01/2000
				From:	Dead End						
(627)	1.30	190	R		Dead End	N	A		NA		1997
				To: From:	US 15 NORTH US 15 SOUTH						
(627)	1.90	420	R		US 13 SOUTH	N	A		NA		1997
021)				To:	19-605						
				From:	SR 40						
628)	0.50	480	R	. —		N	A		NA		1997
				To:	Lunenburg County Line						
	1.30	380	R	From:	Lunenburg County Line	N	٨		NA		1997
629	1.30	300	K	To:	US 15 BUS SOUTH	IN	٦.		INA		1991
				From:	US 15 BUS MID						
629	0.46	320	R	To:		N	A		NA		1997
				10.	SCL Keysville						
Town of Kevsville				From:	SCL Keysville						
(629)	0.24	320	N	<u> </u>	Selfreyevine	N	A		0	Ν	1997
				To:	US 15 BUS NORTH						
Charlotte County				. 1							
	1.78	390	R	From:	US 15	N	^		NA		1997
(630)	1.70	330	IX	To:	Lunenburg County Line	IN	~		INA		1991
				From:	19-601						
(631)	1.00	140	R	<u> </u>		N	A		NA		07/17/2000
				To: From:	US 15 SOUTH						
(631)	1.00	590	R		US 15 NORTH	N	Α		NA		07/17/2000
(031)				To:	SR 92; 19-624		•				0171172000
631)	1.80	370	R	From:	SR 92, 19-024	N	A		NA		07/17/2000
(031)				To:	US 360						
631)	0.30	250	R	From:	03 300	N	Α		NA		07/17/2000
001)				To:	19-607						
				From:	19-605						
632	1.60	270	R			N	A		NA		03/28/2000
				To: From:	19-608						
632	4.45	150	R			N	A		NA		03/28/2000
				To:	19-640						
	1.70	90	R	From:	19-608 SOUTH	N	^		NA		03/28/2000
633	1.70	90	K			IN	٦.		INA		03/20/2000
(22)	1.20	160	R	From:	19-702	N	Δ		NA		03/28/2000
633	1.20	100		To:	19-608 NORTH	.,	•		1471		00/20/2000
				From:	19-611						
634)	0.30	450	R			N	A		NA		03/21/2000
				To:	19-679						
634)	2.80	300	R	rioin:		N	Α		NA		03/21/2000
				To:	19-606						
634)	1.40	210	R			N	A		NA		03/21/2000
				To:	19-612						

					Cha	arlotte Ma	intenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	ck 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Charlotte County				From:		10	D-609									
(635)	0.60	30	R			19	7-009				NA			NA		11/01/2000
				To:		19	9-607									
	0.70	60	R	From:		19	9-746				NA			NA		08/28/2000
(636)	0.70	60	K	Tai		D. IE I	О. Т.				INA			NA		00/20/2000
636)	1.10	70	R	From:		Dead End;	Gap Term	iinus			NA			NA		1997
				To:		19	-645									
	2.99	430	G	From: 95%	0%	2%	0-607 1%	2%	0%	F	0.097	F	0.55	420	G	2002
637)	2.99	430	G	9576 To:	070			Z-70	0%	Г	0.097	Г	0.55	420	G	2002
(637)	3.56	490	G	From: 95%	0%	2%	2 SOUTH 1%	2%	0%	F	0.116	F	0.679	480	G	2002
				To:		19-64	2 WEST									
637	2.66	850	G	95%	0%	2%	1%	2%	0%	С	0.111	F	0.55	840	G	2002
			_	From:			9 WEST									
637	0.01	1200	G	95% To:	0%	2% WCL Dra	1%	2%	0%	F	0.099	F	0.641	1200	G	2002
Town of Drakes Branch				I		WCL Dia	akes Dian	CII	<u> </u>							
	2.42			From:		WCL Dra			20/					1000		
(637)	0.13	1200	N	95%	0%	2%	1%	2%	0%	N	0.099	N	0.641	1200	N	2002
(637)	0.36	900	R	From:		19-61	9 EAST				NA			NA		1997
(637)	0.00			To:		19.	-1207									1001
(637)	0.38	1100	R	From:		17	1207				NA			NA		1997
				To:		SR 47	7; SR 59									
Charlotte County				From:		Appomatto	x County	Line	1							
638	0.10	60	R			P P P P P P P P P P P P P P P P P P P					NA			NA		04/11/2000
				From:		19)- 691		<u> </u>							
638)	1.70	46	R								NA			NA		04/06/2000
	2.40	130	R	From:		06	5-628				NA			NA		1997
638)	2.40	130	K	To:		06-725	5; 19-725				INA			INA		1991
				From:		19)-623									
(639)	1.90	90	R	To:		10	. (22				NA			NA		1997
				From:			0-622 nd End									
640)	1.15	80	R	<u> </u>		Всс	ia Ena				NA			NA		03/21/2000
				To: From:		1.15 ME	E Dead En	d	-							
640	0.15	140	R								NA			NA		1997
	0.74	220	_	From:		19	9-632				NIA			NIA		4007
(640)	0.71	230	R	To:		US 15	NORTH				NA			NA		1997
			_	From:			SOUTH									400=
640	0.20	140	R	To:		Mecklenbur	rg County	Line			NA			NA		1997
				From:			9-607	20								
(641)	3.72	170	R								NA			NA		1997
				To:			D-612									
642)	0.28	390	R	From:		19	9-746				NA			NA		10/17/2000
642)	0.20		11	To:		10)-645				14/7			IVA		10/11/2000
642)	2.60	250	R	From:		17	010				NA			NA		10/17/2000
\bigcup				To:		19	-643									

					Charlotte Maintenance Area		_					
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Charlotte County				From	_				1 40101			
(642)	1.11	300	R	From:	19-643		NA			NA		10/17/2000
0-12				To: From:	19-637 SOUTH							
(642)	2.00	190	R	rioni.	19-637 NORTH		NA			NA		10/17/2000
042)				To:	19-613							
$\widehat{}$				From:	19-746							
643	1.70	100	R				NA			NA		11/08/2000
	0.57	70	R	From:	1.70 ME 19-746		NA			NA		11/08/2000
643	0.37	70	IX	To:	19-642		INA			INA		11/00/2000
_				From:	19-615							
644)	0.80	370	R				NA			NA		1997
				From:	Campbell County Line							
644)	0.50	300	R	To:	Appomattox County Line		NA			NA		1997
				From:	19-642							
(645)	1.10	180	R	<u> </u>	17-0-12		NA			NA		10/17/2000
				To: From:	1.10 MN 19-642							
(645)	0.63	200	R	rioii.			NA			NA		10/17/2000
				From:	1.73 MN 19-642							
645	1.35	220	R				NA			NA		10/17/2000
				To: From:	19-619							
645)	1.57	290	R				NA			NA		10/17/2000
	0.30	510	R	From:	19-786		NA			NA		10/17/2000
645	0.30	310	K	To:	WCL Charlotte C.H.		INA			INA		10/17/2000
Town of Charlotte C.H.				=	-							
	0.05	=40		From:	WCL Charlotte C.H.							40/47/0000
(645)	0.25	510	R				NA			NA		10/17/2000
	0.48	730	R	From:	19-1106		NA			NA		10/17/2000
645)	0.40	750	1	To:	SR 40		14/3			IVA		10/11/2000
Charlotte County												
	0.75	E 0	_	From:	19-606		NIA			NΙΔ		11/00/2000
646	0.75	50	R	To:	Dead End		NA			NA		11/08/2000
				From:	19-619							
(647)	2.10	80	R				NA			NA		10/11/2000
				To:	19-746							
	3.29	50	R	From:	19-746		NA			NA		08/28/2000
648	3.29	50	K	т	2 20 1 0 1 1 0 7 1 0		INA			INA		00/20/2000
(648)	2.29	30	R	From:	3.29 MN 19-746		NA			NA		08/28/2000
040				To:	19-619							
				From:	19-619							
649	2.00	130	R				NA			NA		1997
	4.00	7.		From:	2.00 MS 19-619		NI A			A I A		00/00/0000
649	1.80	70	R	To:	19-678 NORTH		NA			NA		08/28/2000
$\overline{}$				From:	19-678 SOUTH							
649	0.50	130	R				NA			NA		1997
	2.25	465		From:	19-678		NI A			.		00/00/0000
649	0.62	120	R	To:	0.62 ME 19-678		NA			NA		08/28/2000
					0.02 MIL 17-0/0							

					Ch	arlotte Ma					D- '		D:			
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle	ıck 1Trail 2	Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Charlotte County				From:			E 19-678		- 1							
(649)	0.30	60	R	<u> </u>		0.02 IV	12-0/8	,			NA			NA		1997
	0.40	40		To: From:		0.92 M	E 19-678	3			NIA			N.A.		00/00/0000
649	2.16	49	R	To:		2.00 M	IE 10 679	•			NA			NA		08/28/2000
649	1.01	80	R	From:		3.09 IVI	IE 19-678	<u> </u>			NA			NA		1997
	2.50	310	R	From:		19	9-619				NA			NA		1997
649	2.50	310	Κ	To		10	9-746				INA			INA		1997
649	2.50	390	G	95%	0%	2%	0%	2%	0%	С	0.099	F	0.514	390	G	2002
	3.00	520	R	From:		S	R 40				NA			NA		1997
649	0.00			Tax		19	9-650				147 (101		1007
649	1.57	310	R	From:							NA			NA		1997
				From:			7 WEST 7 EAST									
649	0.70	150	R								NA			NA		1997
(649)	3.84	230	R	From:		19	9-689				NA			NA		1997
0,0				To:		SR 47	NORTH									
	2.74	80	R	From:		19	9-667				NA			NA		09/20/2000
650	2.74	00	K	To:		10)-649				INA			INA		09/20/2000
(650)	1.15	160	R	From:		- 15	7-049				NA			NA		09/20/2000
				To: From:		19	9-660									
(650)	3.58	170	R	To:		NCL CHA	RLOTTE	ЕСН	_		NA			NA		09/20/2000
Town of Charlotte C.H.																
	1.12	330	R	From:		NCL CHA	RLOTTE	СН			NA			NA		09/20/2000
(650)	1.12			To:		S	R 47				147 (101		00/20/2000
Charlotte County				From:		10										
(651)	1.50	160	R			15	9-604				NA			NA		1997
				To: From:			NORTH									
(651)	1.70	46	R			19-034	SOUTH				NA			NA		10/23/2000
				To: From:		19)-653									
(651)	0.80	90	R								NA			NA		1997
(F)	1.40	210	R	From:		0.80 M	IE 19-653	J			NA			NA		1997
(651)	1.40			To:			SOUTH				1471			107		1007
(651)	0.56	220	G	97%	0%	19-652 1%	NORTH 1%		0%	С	0.151	F	0.594	220	G	2002
(031)				To:	0,0		S 15	.,,				•				
				From:		19	-654									
652	1.64	60	R	_{T.}			E 10 55				NA			NA		10/23/2000
(652)	0.66	100	R	From:		1.65 M	IE 19-654				NA			NA		1997
				To: From:		19	9-653		_							
652	2.20	320	R								NA			NA		1997
	0.60	340	R	From:		19-651	SOUTH				NA			NA		1997
652	0.00	340	K	To:		Prince Edwa	rd Count	y Line			INA			INA		1997
						rnnce Edwa	ua County	y Line								

					Chanotte Maintenance / trea				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC.	()K	AAWDT QW	/ Year
Charlotte County				From:	SR 40	1			
653	1.60	230	R	<u> </u>		NA		NA	10/24/2000
	1.20	50	R	From:	19-652	NIA.		NIA	10/22/2000
653)	1.20	50	ĸ	To:	19-651	NA 1		NA	10/23/2000
				From:	SR 59				
654)	2.23	340	R		SK 37	NA		NA	1997
				To	SR 40 EAST				
	2.70	050	_	From:	SR 40 WEST]		NIA	4007
654	3.70	250	R	. —		NA 1		NA	1997
	0.75	160	R	From:	19-651 NORTH	NA		NA	1997
654)	0.75	100	ĸ			IN/A 1		INA	1997
	1 45	220	R	From:	19-749	NA.		NIA.	1007
654)	1.45	230	ĸ	To:	Prince Edward County Line	NA 1		NA	1997
				From:	19-604	l			
(655)	1.88	150	R	<u> </u>	17-004	I NA		NA	10/23/2000
0000				To:	19-658	1			
655)	1.70	230	R	From:	17-038	NA		NA	10/23/2000
(000)	0			To	19-671]			
				From:	SR 40	1			
656	2.50	60	R			NA		NA	10/24/2000
				To:	19-604				
				From:	19-649				
657	0.80	90	R			NA		NA	09/20/2000
				To-	Dead End				
	4.44	050	_	From:	19-709]		A1A	40/00/0000
658	4.41	250	R	To:	19-655	NA 1		NA	10/23/2000
				From:	19-660	<u>. </u>			
650	0.60	170	R		19-000	I NA		NA	05/09/2000
659	0.00	•		To:	19-671]			
				From:	19-650				
660	1.55	240	R			NA		NA	1997
\bigcirc				To: From:	SR 47 SOUTH				
	3.10	350	R	rion.	SR 47 NORTH	NA		NA	1997
660	5.10	550		. —		1		INA	1007
	0.80	230	R	From:	19-659	NA		NA	1997
(660)	0.00	230	IX.	To:	19-671]		INA	1991
				From:	SR 47	I			
(661)	5.12	170	R	<u> </u>	SIC 17	NA		NA	04/11/2000
				To	Prince Edward County Line; 73-671				
				From:	SR 47				
(662)	0.50	110	R			NA		NA	04/06/2000
				To:	19-691				
\bigcirc		400	_	From:	19-615]		N. A.	100=
663	3.80	180	R	To:	Annomattav County I :	NA 1		NA	1997
					Appomattox County Line	l			
664	1.70	160	R	From:	19-666	J NA		NA	1997
664)	1.70	100	^	_T	10.55	1N/A 1		INA	1331
	1.30	80	R	From:	19-665	NA		NA	04/11/2000
(664)	1.30	ou	ĸ	To:	19-615	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		INA	U -1 /11/2000
					17-013	I			

					Ch	ariotte Maintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Charlotte County				From:		10 707									
(665)	3.47	290	R			19-727				NA			NA		04/11/2000
(003)				To		SR 47									
				From:		19-727									
666	1.36	360	R							NA			NA		1997
				From:		19-721									
666	2.75	480	R	To:		SR 47				NA			NA		1997
				From:		19-727									
(667)	3.17	80	R			1) 121				NA			NA		1997
				To:		SR 40									
Town of Phenix				From:		CD 40		1							
668	0.09	160	R			SR 40				NA			NA		1997
000				To:		0.09 ME SR 40	1								
(668)	0.26	60	R	From:		0.09 MIL BR 40	<u>'</u>			NA			NA		03/13/2000
				To:		ECL PHENIX									
Charlotte County				From:				-							
(668)	1.95	50	R	rioni.		ECL PHENIX				NA			NA		03/13/2000
000				To:		19-667									00/10/2000
				From:		Dead End									
(669)	0.50	60	R							NA			NA		03/13/2000
				To: From:		19-706									
669	0.30	80	R	To:		SD 40				NA			NA		03/13/2000
				From:		SR 40 19-617									
670	0.80	20	R			19-017				NA			NA		03/16/2000
070				To:		Dead End									
				From:		73-665; 73-671									
(671)	1.88	160	G	93%	1%	4% 1%	1%	0%	С	0.121	F	0.714	160	G	2002
				From:		19-660									
671)	1.10	46	G	93%	1%	4% 1%	1%	0%	F	0.17	F	0.6	46	G	2002
	4.02	200		From:	10/	19-659	1%	00/		0.114		0.536	200	G	2002
671)	4.92	200	G	93% To:	1%	4% 1% 73-667; 73-671		0%	F	0.114	F	0.536	200	G	2002
				From:		19-678									
(672)	2.10	630	R							NA			NA		03/27/2000
				To: From:		19-693]							
(672)	1.60	180	G	93 <u>%</u>	2%	2% 2%	1%	1%	С	0.138	F	0.539	170	G	2002
				To: From:		SR 40 WEST SR 40 EAST									
672	1.30	470	G	93%	2%	2% 2%	1%	1%	F	0.095	F	0.667	460	G	2002
				To: From:		19-681		1							
672)	7.30	260	G	93%	2%	2% 2%	1%	1%	F	0.092	F	0.621	260	G	2002
				To: From:		19-727									
672	1.20	120	R			40				NA			NA		1997
				To:		19-615									
(672)	0.50	60	R	From:		Dead End				NA			NA		03/06/2000
673	0.50			To:		19-617				11/7			11/1		
				From:		19-672									
674)	1.30	130	R							NA			NA		03/06/2000
				To:		SR 40									

					CH	arlotte Maintenar									
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Charlotte County				From:		19-617		1							
675	0.87	330	R			-2, 42,				NA			NA		07/17/2000
	0.80	410	R	From:		19-676		-		NA			NA		07/17/2000
675)	0.00	710		To:		SCL Phenix				11/-1			14/4		0771772000
Town of Phenix				From:		aar ni		-							
(675)	0.60	410	R	From:		SCL Phenix				NA			NA		07/17/2000
(613)				To:		SR 40; 19-100	1								
Charlotte County				From:		19-675									
676)	1.10	100	R			19-0/3				NA			NA		07/17/2000
				To:		Dead End									
\bigcirc	4.40	400		From:		Dead End				NI A			NIA		00/00/000
677)	1.10	190	R	To:		19-619		1		NA			NA		08/28/2000
				From:		Dead End		1							
678)	0.45	110	R	<u> </u>		Dette Ene				NA			NA		1997
				To:		19-649 SOUTI									
678)	1.20	280	R	<u> </u>		19-649 NORTI	1	ļ		NA			NA		1997
0.09				To:		19-724									
678)	0.80	420	R	From:		1,72.				NA			NA		1997
				To: From:		19-619									
678 678	0.60	360	G	96%	1%	1% 1%	1%	0%	С	0.092	F	0.543	350	G	2002
<u> </u>				From:		19-672									
(678)	3.10	480	G	96% To:	1%	1% 1% SR 40	1%	0%	F	0.095	F	0.667	470	G	2002
				From:		19-634		<u>l</u>							
(679)	2.80	90	R			19-034				NA			NA		1997
0,0				To:		19-606									
				From:		US 15 BUS									
680	1.41	260	R	To:		10.652				NA			NA		1997
				From:		19-652 19-672									
(681)	1.30	120	R			19-072				NA			NA		03/08/2000
(601)				To:		Dead End									
				From:		19-649									
682	0.10	440	R	To:		CD 40				NA			NA		1997
				From:		SR 40									
683)	0.25	160	R			19-686				NA			NA		1997
0009				To:		Mecklenburg Count	y Line								
				From:		US 15									
684)	1.70	120	R	To:		10.602				NA			NA		1997
				From:		19-603									
685	0.50	70	R			19-608				NA			NA		07/17/2000
		-	-	To-		US 360 WEST				-			-		
605	0.65	20	R	From:		US 360 EAST				NA			NA		07/17/2000
685	0.00	20	IX.	To:		19-607		1		INA			IN/A		31111/2000
				From:		19-602; 19-609	9								
686	0.40	210	R							NA			NA		07/17/2000
				To: From:		19-683									
686	0.80	120	R							NA			NA		07/17/2000
$\overline{}$				To-		19-607									

					Charlotte Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	- QC Peak Hour	()K	Dir Ctor AAWDT	QW Year
Charlotte County				From:	Dead End				
(687)	1.00	140	R	<u> </u>	Dead End	NA		NA	11/01/2000
<u> </u>				To: From:	19-630				
(687)	0.20	70	R			NA		NA	11/01/2000
				To-	Dead End				
	0.52	120	R	From:	Dead End	NA		NA	10/24/2000
(688)	0.02	120		т	40 -	IVA		TV/S	10/24/2000
(200)	0.38	270	R	From:	19-754	NA		NA	1997
688)	0.00	2.0		To:	WCL KEYSVILLE	147.		107	1001
Town of Keysville									
				From:	WCL KEYSVILLE				
(688)	0.07	330	R	To:	SR 40	NA		NA	1997
G1 1 G					SK 40				
Charlotte County				From:	SR 47				
(689)	0.60	30	R			NA		NA	04/11/2000
				To:	19-649				
				From:	Dead End				
690	0.50	40	R			NA		NA	07/17/2000
				To: From:	0.50 ME Dead End				
690	0.03	60	R			NA		NA	1997
				To:	US 15				
\bigcirc	4.00	70	_	From:	19-638	NIA		NIA	04/00/000
691	1.20	70	R			NA		NA	04/06/2000
	2.00	420	_	From:	19-701	NIA		NIA	4007
691)	3.00	130	R	To:	Prince Edward County Line	NA		NA	1997
D.: Edd Ct.					Timee Edward County Eme				
Prince Edward County				From:	Charlotte County Line				
(691)	0.10	130	N			NA		0	N 1997
				To:	SR 47				
Charlotte County				From:	SR 47				
(692)	0.70	240	R		SR 47	NA		NA	1997
092)	00			To:	19-623				
				From:	19-619				
(693)	2.80	180	R			NA		NA	1997
				To:	19-672				
				From:	19-672				
694)	0.10	220	R			NA		NA	1997
				To:	19-617				
	2.80	70	R	From:	19-617	NA		NA	03/06/2000
695)	2.00	70	ĸ	To:	19-727	INA		INA	03/00/2000
				From:	19-665				
696)	0.10	30	R	<u> </u>	17 003	NA		NA	04/06/2000
				To:	19-703				
(696)	0.15	20	R	From:	17 103	NA		NA	04/06/2000
				To:	SR 47				
				From:	SR 47 SOUTH			-	
697)	0.10	50	R			NA		NA	1998
				To: From:	0.10 MN SR 47				
(697)	0.41	40	R			NA		NA	04/11/2000
				To:	SR 47 NORTH				

					Chanolle Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Charlotte County				From:	Dead End	1						
698)	0.90	60	R	_	Dead End		NA			NA		08/28/2000
				To:	19-746							
	0.80	100	R	From:	Dead End		NA			NA		1997
699	0.00	100	K	To:	SR 47	1	INA			INA		1991
				From:	Dead End							
(700)	1.40	190	R			1	NA			NA		03/27/2000
				To:	19-727	<u> </u>						
(701)	1.55	160	R	From:	19-615	J	NA			NA		04/06/2000
<u> </u>				To:	19-736]						0 00. 200
701)	1.35	70	R	From:	15 750	J	NA			NA		04/06/2000
				To:	19-691							
\bigcirc	0.50	4=	_	From:	19-633							00/00/000
702	0.50	47	R	To:	Dead End]	NA			NA		03/28/2000
				From:	Dead End							
703	0.70	30	R			-	NA			NA		04/06/2000
				To:	19-696							
	0.57	20	R	From:	19-727 SOUTH		NA			NA		03/13/2000
704)	0.57	20	K	To:	19-727 NORTH	1	INA			INA		03/13/2000
				From:	Dead End							
705)	0.50	110	R			•	NA			NA		03/21/2000
				To:	SR 92							
700	0.60	50	R	From:	SR 40		NA			NA		03/13/2000
706)	0.00			To:	19-669		147 (147.		00/10/2000
				From:	19-671 WEST							
707	0.72	60	R				NA			NA		10/23/2000
				To: From:	0.72 ME 19-671							
707	1.48	120	R			•	NA			NA		1997
(707)	0.17	180	R	From:	19-760	 	NA			NA		1997
(707)	0.17	100	K	To:	73-671]	INA			INA		1991
				From:	Dead End							
(708)	0.60	60	R			1	NA			NA		03/08/2000
				To:	19-672							
Town of Charlotte C.H.				From:	SR 47							
(709)	0.48	1200	G	95%	0% 2% 1% 2% 0%	С	0.099	F	0.517	1200	G	2002
				To:	NCL CHARLOTTE CH							
Charlotte County				From:	NCL CHARLOTTE CH							
(709)	0.92	740	G	95%	0% 2% 1% 2% 0%	F	0.098	F	0.571	740	G	2002
				To: From:	19-604	<u> </u>						
709	1.33	260	R			1	NA			NA		09/20/2000
				To:	SR 40	<u> </u>						
(710)	1.35	120	R	From:	SR 47	l	NA			NA		1997
(10)	1.00	.=-		To:	1.35 ME SR 47		, .					1001
710	2.80	160	R	From:	1.33 MIL SIX 4/		NA			NA		1997
				To:	US 15							

					Charlotte Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	Ω C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Charlotte County				From:	Dead End	i						
(711)	1.00	80	R	<u> </u>			NA			NA		03/06/2000
				Tn·	19-617							
Town of Kevsville				From:	US 15 BUS							
712	1.02	340	R	To:	NCL KEYSVILLE	1	NA			NA		1997
Charlotte County												
712)	1.22	210	R	From:	NCL KEYSVILLE		NA			NA		1997
				To:	Lunenburg County Line	 						
712	0.65	170	R			-	NA			NA		1997
(712)	1.59	290	R	From:	Lunenburg County Line		NA			NA		1997
(712)				To:	US 15 US 360							
\bigcirc	0.25	420		From:	19-606		NIA			NIA		4007
713	0.35	130	R	To:	10.720	1	NA			NA		1997
(713)	1.20	230	R	From:	19-730		NA			NA		1997
				To:	SR 47							
Town of Kevsville				From:	19-712							
(714)	0.10	450	R			•	NA			NA		1997
	0.02	180		From:	19-716		NIA			NA		1007
(714)	0.02	100	R	To	Dead End]	NA			NA		1997
				From:	Dead End							
(715)	0.06	20	R				NA			NA		06/20/2000
(715)	0.07	690	R	From:	19-757		NA			NA		06/20/2000
(713)				To	US 15 BUS							
\bigcirc	0.05	440	_	From:	19-714		NIA			NIA		40/00/0000
(716)	0.35	440	R	To:	10.710	1	NA			NA		10/26/2000
(716)	0.20	230	R	From:	19-712		NA			NA		10/26/2000
				To:	Dead End							
Charlotte County				From:	Dead End							
(717)	0.45	60	R	To:		- 1	NA			NA		07/17/2000
Town of Kevsville				10.	19-360							
	2.22		-	From:	US 15 BUS		N1.					40/00/005
(718)	0.08	690	R	To:	19-712]	NA			NA		10/23/2000
Charlotte County				1								
	0.50	100	R	From:	19-674		NA			NA		03/08/2000
(719)	0.50	.50	- 11	To:	Dead End		14/7			1 1/7		33/33/2000
				From:	Dead End]						04/44/0555
720	0.65	60	R	To:	19-615	1	NA			NA		04/11/2000
				From:	19-666							
721	0.80	70	R	T.	D 15 1	- 1	NA			NA		03/06/2000
				To:	Dead End	<u> </u>						

					Cha	arlotte Maintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Kevsville				From:		Dead End									
722	0.07	180	R			Dead End				NA			NA		06/20/2000
	0.05	820	R	From:		19-757		•		NA			NA		06/20/2000
722	0.03	020		To:		US 15 BUS				INA			INA		00/20/2000
Charlotte County				From:		19-678									
723)	1.00	60	R			19-0/8				NA			NA		03/08/2000
				To:		Dead End									
(724)	1.00	90	R	From:		19-678				NA			NA		03/08/2000
724)	1.00			To:		Dead End				147 (147.		00/00/2000
				From:		06-725; 19-638									
725)	0.13	70	R	To:		SR 47; PR EDWAR	D CL	1		NA			NA		10/26/2000
				From:		US 15									
(726)	1.80	90	R	To:		10.600				NA			NA		03/21/2000
Town of Phenix				10.		19-608									
				From:		SR 40; 19-1008			_						
(727)	0.28	1400	G	93% To:	0%	2% 1% NCL Phenix	4%	0%	F	0.113	F	0.515	1400	G	2002
Charlotte County															
	4.02	1400	N	93%	0%	NCL Phenix 2% 1%	4%	0%	N	0.113	N	0.515	1400	N	2002
(727)	7.02	1400		To:	070	19-783	770		11	0.110	11	0.010	1400	11	2002
727)	4.03	780	G	93%	0%	2% 1%	4%	0%	F	0.087	F	0.696	770	G	2002
				From:		19-672 SOUTH									
727	1.37	1100	G	93%	0%	2% 1%	4%	0%	F	0.087	F	0.714	1100	G	2002
(727)	0.94	1600	G	From: 93%	0%	19-615 2% 1%	4%	0%	С	0.089	F	0.659	1600	G	2002
(121)				To:		Appomattox County									
	0.45			From:		19-650				NIA			NIA		00/00/0000
(728)	0.45	60	R	To:		Dead End				NA			NA		09/20/2000
				From:		Dead End									
729	0.60	70	R	To:		19-672				NA			NA		03/27/2000
				From:		19-713									
730	0.15	160	R							NA			NA		1997
				From:		US 15									
730	0.04	110	R							NA			NA		1997
(730)	1.21	49	R	From:		19-763				NA			NA		11/01/2000
				To:		Dead End									
Town of Kevsville				From:		19-757									
731)	0.07	120	G	91% To:	0%	5% 0% US 15 BUS; SR	3%	0%	С	0.118	F	0.867	120	G	2002
Charlotte County							10								
	0.75	60	R	From:		Dead End				NA			NA		03/06/2000
(732)	0.10		.,	To:		19-666				14/3			14/7		33,30,2000
$\overline{}$				From:		Dead End									
733	0.58	30	R	To:		19-664				NA			NA		04/11/2000
				1		1, 001									

					Cila	irlotte Mainten	ance Area	1							
Route	Length	AADT	QA	4Tire	Bus	1 2Axle 3+Ax			OC:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Charlotte County				From:						11001		1 40101			
(734)	0.80	60	R	Piolii.		19-617				NA			NA		03/06/2000
				To:		Dead End									
Town of Kevsville				From:		US 15 BU	S								
(735)	0.08	80	R							NA			NA		1997
735	0.02	40	R	From:		19-789		<u>_</u>		NA			NA		1997
				To:		Dead End									
Charlotte County				From:		19-701									
736	0.90	80	R	To:		D IF	1	1		NA			NA		04/06/2000
				From:		Dead End									
(737)	0.30	80	R							NA			NA		11/08/200
				To: From:		19-612									
(738)	0.22	40	R			SR 47				NA			NA		09/20/2000
				To:		SR 47									
Town of Kevsville				From:		SR 59									
739	0.12	200	R	To:		10.765				NA			NA		10/30/2000
Charlotte County						19-765									
				From:		SR 47									10/01/000
(740)	0.33	90	R	To:		SR 47				NA			NA		10/31/2000
				From:		19-612									
(741)	0.25	70	R	To:		Dead End		1		NA			NA		10/18/2000
				From:		Dead End									
742	0.55	60	R	To:		10.654				NA			NA		10/23/2000
				From:		19-654 Dead End									
(743)	0.50	170	R	<u> </u>			•			NA			NA		09/20/2000
				To: From:		SR 40									
(744)	0.55	90	R	110111.		19-603				NA			NA		11/01/2000
				To:	l	Mecklenburg Cou									
745	0.20	100	R	From:		Dead End	[NA			NA		10/30/2000
745)				To-		19-622									
\bigcirc	0.04	600		From:	40/	Halifax County		00/		0.000	_	0.600	600		2002
746	6.34	690	G	88%	1%	3% 1% 19-642	7%	0%	С	0.099	F	0.603	680	G	2002
746)	3.76	510	G	From: 88%	1%	3% 1%	7%	0%	F	0.108	F	0.529	510	G	2002
				To: From:		19-649									
746	2.06	500	G	88%	1%	3% 1% SR 40	7%	0%	F	0.107	F	0.509	490	G	2002
				From:		Dead End	<u> </u>								
(747)	0.80	80	R	т						NA			NA		03/08/2000
				To: From:		19-617 19-678		<u> </u>							
748)	0.35	30	R	<u> </u>						NA			NA		03/08/2000
				To-		Dead End									

					Cha	arlotte Maint		ea							
Route	Longth	AADT	ΟΛ	4Tire	Bus				- QC	Peak	QK	Dir	AAWDT	ΩM	Year
Noute	Lengui	AADI	QА	41116	Dus	2Axle 3+	Axle 1Tra	il 2Trail	QC	Hour	QI	Factor	AAWDI	QVV	i Cai
Charlotte County				From:		19-65	54								
(749)	0.25	40	R	<u> </u>		19-00	74			NA			NA		10/23/2000
(149)				To-		Dead I	End								
				From:		Dead I	End								
750	1.10	60	R							NA			NA		11/08/2000
				To:		19-74	16								
\bigcirc				From:		Dead I	End								
751)	0.90	90	R	To:					l	NA			NA		07/17/2000
						SR 4									
	0.70	70	R	From:		Dead I	End			NΙΛ			NΙΛ		1007
752	0.70	70	ĸ	To:		SR 4	7		Ì	NA			NA		1997
				From:											
750	0.30	20	R			19-80)1			NA			NA		04/05/2000
753	0.00	20		To:		Dead I	End			147.			1471		04/00/2000
				From:		Dead I									
(754)	0.40	70	R	<u> </u>		Dead I	ind .			NA			NA		10/24/2000
(134)				To:		19-68	38								
				From:		SR 4	0								
755)	0.15	40	R							NA			NA		10/30/2000
				To-		Dead I	End								
				From:		Campbell Co	unty Line								
(756)	1.80	130	R						i	NA			NA		1997
				To:		19-67	72								
Town of Kevsville								-							
\bigcirc	0.03	220	ь	From:		19-76	55			NΙΛ			NΙΛ		1007
(757)	0.03	330	R	To-		19-772 E	AST			NA			NA		1997
				From:		19-772 V									
757	0.42	460	G	94%	0%	2% C)% 3%	0%	С	0.109	F	0.62	460	G	2002
				To: From:		19-73	31								
(757)	0.14	180	R	rioiii.						NA			NA		1997
				To:		19-72	22								
				From:		Dead I	End								
(758)	0.11	40	G							0.166	F	0.857	40	G	2002
				From:		19-75	57								
(758)	0.09	160	G	rioni.						0.152	F	0.542	160	G	2002
				To:		US 15 I	BUS								
(758)	0.09	610	R	From:				U.S.		NA			NA		1997
				To:		19-71	12								
Charlotte County															
				From:		19-637 E	EAST								
(759)	0.12	260	R						l	NA			NA		10/18/2000
				To:		19-612; 19-63									
	0.40	4-	_	From:		Dead I	End								40/00/0000
760	0.18	47	R	To:		19-70	7		I	NA			NA		10/23/2000
(20)	0.85	40	R	From:		Dead I	end		l	NA			NA		10/18/2000
761	0.03	-+0	I.	To:		19-63	37			14/4			INA		10/10/2000
				From:		19-61									
762	3.25	90	R			19-61	1.7		l	NA			NA		03/27/2000
(102)	0.20	-	.,	To:		19-67	72			. 4/ (. •/ •		33,21,72000
				From:		Dead I									
(763)	0.70	70	R	<u> </u>		Dead I	-114		ı	NA			NA		1997
, 33)	3 v			To-		19-73	30			•					

					Cha	arlotte Maintenan	ce Area	ì							
Route	Length	AADT	QA	4Tire	Bus	Tru			- QC	Peak	QK	Dir	AAWDT	QW	Year
Charlotte County						2Axle 3+Axle	1 I rail	21 rail		Hour		Factor			
(764)	0.45	60	R	From:		Dead End				NA			NA		07/17/2000
(764)	0.10			To:		SR 92									
Town of Kevsville				From:		19-795									
765)	0.05	250	R							NA			NA		10/26/2000
765	0.15	290	G	From: 95%	0%	SR 59 2% 2%	1%	0%	F	0.150	F	0.674	290	G	2002
765)	0.15	180	G	95% To:	0%	19-757 2% 2% US 15 BUS; SR	1%	0%	С	0.13	F	0.5	180	G	2002
Charlotte County						03 13 003, 3K	+0								
	0.40	30	R	From:		Dead End				NA			NA		03/06/2000
(766)	0.40	30		To:		19-672				INA			INA		03/00/2000
$\overline{}$				From:		Dead End									
(767)	0.02	NA		To:		19-642		1		NA			NA		
				From:		Dead End									
768)	0.02	NA		To		10.642		1		NA			NA		
Town of Keysville						19-642									
				From:		US 15 BUS									
(769)	0.23	90	R	To:		Dead End		1		NA			NA		07/17/2000
Charlotte County						D vaa Dha									
	0.35	100	R	From:		Dead End				NA			NA		03/13/2000
(770)	0.33	100	K	To:		19-649				INA			INA		03/13/2000
Town of Kevsville				From:				1							
(771)	0.10	80	R	From:		19-716				NA			NA		10/26/2000
<u></u>				To: From:		19-796		ļ							
(771)	0.10	20	R	To:						NA			NA		10/26/2000
Charlotte County				In.		Dead End									
				From:		SR 59									
(772)	0.05	120	G	96%	0%	2% 1%	1%	0%	F	0.112	F	0.556	120	G	2002
(772)	1.59	450	G	From: 96%	0%	19-778 2% 1%	1%	0%	F	0.082	F	0.557	450	G	2002
112				To:		SCL Keysville			-						
Town of Kevsville				From:		SCL Keysville		Ī							
772	0.38	450	N	96%	0%	2% 1%	1%	0%	Ν	0.082	Ν	0.557	450	Ν	2002
				To: From:		19-757 WEST									
(772)	0.10	590	G	96% To:	0%	2% 1%	1%	0%	С	0.098	F	0.567	580	G	2002
				From:		US 15 BUS 19-774									
(773)	0.05	170	R							NA			NA		10/30/2000
				To: From:		SR 59		<u> </u>							
(774)	0.16	60	R	To:		Dead End				NA			NA		10/30/2000
Charlotte Court				10.		19-773									
Charlotte County				From:		Dead End									00/57:57
(775)	0.25	90	R	To:		19-709				NA			NA		09/20/2000
						17-707									

					Chanotte Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Pe	()k	Oir Factor	AAWDT	QW	Year
Charlotte County				From:	19-709	1					
775)	0.45	60	R	<u> </u>		N.	A		NA		09/20/2000
				To-	Dead End						
Town of Kevsville				From:	SR 59						
(776)	0.04	230	R	To:	19-772	N. 1	A		NA		10/26/2000
Charlotte County					17-112						
	0.45	30	R	From:	Dead End] N.	۸		NA		08/28/2000
(777)	0.43	30		То:	19-746]	٦		INA		00/20/2000
				From:	Dead End						
(778)	0.50	70	R	To:	19-772	N. 1	4		NA		10/30/200
				From:	Dead End	1					
779	0.40	80	R			, N	A		NA		11/08/2000
				To:	19-746						
(780)	0.20	50	R	From:	Dead End	N.	A		NA		10/24/2000
(700)				To:	19-654	1					
Town of Kevsville				From:	Dead End						
781)	0.09	40	R	<u> </u>	Dead Elid	J N	A		NA		10/30/2000
				To:	SR 40	1					
Charlotte County				From:	Dead End	1					
(782)	0.63	90	R			N.	A		NA		1997
				To:	SR 40						
793	0.30	60	R	From:	Dead End	J N	A		NA		03/06/2000
(783)				To:	19-727	1					
\bigcirc	2.00	440	_	From:	Dead End]					10/01/000
784)	0.90	140	R	To:	19-613	N. 1	4		NA		10/31/2000
				From:	Dead End						
(785)	0.75	60	R	Tai	10 (72	N.	A		NA		03/08/2000
				To: From:	19-672 Dead End	<u> </u> 					
(786)	0.60	210	R		Dead End	L N	A		NA		08/30/2000
				To:	19-645						
Town of Kevsville				From:	19-716	Ī					
(787)	0.09	130	R	<u> </u>	17/10	N.	A		NA		10/26/2000
				To: From:	19-796]					
(787)	0.05	2	R	To:	Dead End	N. 1	A		NA		1996
Charlotte County					Dead End	<u>I</u>					
			_	From:	SR 47]					10/01/000
(788)	0.40	60	R	To-	Dead End	N. 1	4		NA		10/31/2000
Town of Kevsville					"						
	0.06	70	ь	From:	Dead End		`		NI A		10/22/2004
(789)	0.06	70	R	To	19-735	N.]	`		NA		10/23/2000
Charlotte County											
700	0.50	60	R	From:	Dead End] N.	4		NA		10/09/2001
(790)	0.50			To:	19-678]	•		11/7		10,00,200
 											

					Charlotte Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	α	()	K Dir Factor	AAWDT	QW Year
Charlotte County				From:	SR 59					
(791)	0.22	50	R			N	A		NA	08/30/2000
				To:	Dead End					
700	0.60	70	R	From:	Dead End	J N	Δ		NA	03/08/2000
792	0.00	70		To:	19-672] '`	`		14/3	03/00/2000
				From:	Dead End					
(793)	0.70	80	R			N	A		NA	04/06/2000
				To:	SR 47					
	0.40	40	R	From:	Dead End	J N	٨		NA	04/11/2000
794)	0.40	40	K	To:	19-649] "	٦		INA	04/11/2000
Town of Keysville										
				From:	Dead End]				404004000
(795)	0.08	70	R	To:	19-765	N 1	A		NA	10/26/2000
				From:	US 15 BUS	1				
796)	0.08	40	R		03 13 B03	J N	Α		NA	1997
				To:	19-787	1				
(796)	0.12	60	R	From:		N	Α		NA	1997
				To:	19-771					
Charlotte County				From:	110.270					
(797)	0.20	80	R	r tonii.	US 360	J N	Α		NA	1997
(191)				To:	Dead End	1				
				From:	19-606	j				
(798)	0.10	90	R	. —		N	A		NA	1997
				To: From:	Dead End					
(799)	0.41	110	R	From:	Dead End	J N	Δ		NA	10/30/2000
(799)	0.11			To:	19-623] '	<u> </u>		177	10/00/2000
				From:	Dead End					
(800)	0.30	40	R			N	A		NA	1997
				From:	73-664; PR ED CL]				
(800)	0.44	150	R	т	10.574	N	Α		NA	1997
				To: From:	19-671					
(801)	0.08	20	R	rioiii.	Dead End	J N	Α		NA	04/05/2000
(601)	0.00			To:	19-753		·			
(801)	0.67	60	R	From:	17-133	N	Α		NA	04/05/2000
				To:	Campbell County Line					
\bigcirc				From:	19-699					
802	0.19	NA		To:	Dead End	N	A		NA	
				From:	Dead End	1				
805)	0.21	50	R		Dead End	J N	Α		NA	11/01/2000
000				To:	19-606					
				From:	Dead End					
(810)	0.50	80	R	To:	40.500	N	A		NA	03/21/2000
				From:	19-608					
(820)	0.34	70	R	rioiii.	US 15	J N	Α		NA	10/23/2000
020				To-	Dead End	<u> </u>	<u>. </u>			. 3,23,2000
Town of Kevsville										
	0.10	A14		From:	C6US-00015(B)/]	^		NI C	
823	0.10	NA		To:	19-00824(R)/	N 1	H		NA	
				<u>J</u>	17-0002-4(K)/					

					Charlotte Maintenance Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Kevsville				From:	Dead End/	ĺ						
(824)	0.15	NA				⊒ -	NA			NA		
				To: From:	19-00823(L)/	1						
(825)	0.35	60	R	From:	19-826	_	NA			NA		10/30/2000
023				To:	SR 59							
Charlotte County				From:	19-825							
826)	0.04	40	R			_	NA			NA		1997
				To:	WCL KEYSVILLE							
Town of Kevsville				From:	WCL KEYSVILLE							
826	0.10	90	R			- 1	NA			NA		10/30/2000
				To:	SR 59							
Charlotte County				From:	19-645							
(830)	0.30	30	R	To:	D. IF I	7	NA			NA		10/11/2000
Town of Phenix				10.	Dead End							
				From:	Dead End							
(1001)	0.43	90	R			-	NA			NA		1997
(1001)	0.07	310	R	From:	19-1007		NA			NA		1997
(1001)	0.07			To:	SR 40; 19-675	[147 (147.		1007
				From:	SR 40; 19-675							
1002	0.14	220	R	To:	19-1005	1	NA			NA		1997
				From:	SR 40							
1003	0.07	70	R		*****	_	NA			NA		1997
				From:	19-1004]						
1003	0.07	110	R			-	NA			NA		1997
(1003)	0.06	30	R	From:	19-1005		NA			NA		03/13/2000
(1003)	0.00			To:	19-1006		147 (147.		00/10/2000
				From:	Dead End							
(1004)	0.23	80	R			-	NA			NA		1997
(1004)	0.09	60	R	From:	19-727		NA			NA		1997
(1004)				To	19-1003	1						
(1004)	0.08	20	R	From:		<u>-</u>	NA			NA		1997
				To:	19-1013							
(1005)	0.09	80	R	From:	Dead End		NA			NA		1997
(1003)				To	19-1002	1						
(1005)	0.09	180	R	From:		-	NA			NA		1997
				To: From:	19-727]						
(1005)	0.16	80	R	To:	Dead End	1	NA			NA		1997
				From:	Dead End							
(1006)	0.15	30	R			-	NA			NA		03/13/2000
				To: From:	0.15 ME Dead End]						
1006	0.21	80	R	To:	19-727 Gap Terminus	1	NA			NA		1997
				From:	Dead End; Gap Terminus							
(1006)	0.04	30	R	To:	19-1003	1	NA			NA		03/13/2000
					19-1003	!						

					Cha	rlotte Maintenance Area								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail 2Tr	(1	C.	eak our	QK	Dir Factor	AAWDT	QW	Year
Town of Phenix				From:		19-1001								
(1007)	0.09	60	R	To:		10 1000	_	Ν	IA			NA		1997
				From:		19-1008 19-1007	+							
1008	0.07	200	R			19-100/	_	Ν	IΑ			NA		1997
				To:		SR 40; 19-727								
(1009)	0.05	30	R	From:		Dead End			ΙA			NA		03/13/2000
	0.03	30	IX.	To:		19-675			<u></u>			INA		03/13/2000
				From:		Dead End								
1010	0.05	20	R					NA		NA		1997		
	0.19	70	R	From:		0.05 ME Dead End	┵		IA			NA		1997
1010	0.19	70	K	To:		19-727		IN.	iA			NA		1997
				From:		19-675								
1011)	0.07	60	R					NA		NA		1997		
				To: From:		SR 40	\supset	NA						
(1011)	0.07	60	R	To:		19-1004	_				NA		1997	
				From:		SR 40	÷							
(1012)	0.05	50	R					Ν	IΑ			NA		1997
				To:		19-1013								
1013	0.06	20	R	From:		19-1012			IΔ			NA		03/13/2000
	0.00			To:		19-1004	1	NA			19/1		03/13/2000	
Town of Charlotte C.H.														
(1101)	0.34	100	R	From:		Dead End		NA		NA	U8/3U/	00/20/2000		
	0.34	100	ĸ	To:		SR 47	7	IN	IA			INA		08/30/2000
(1102)				From:		SR 47	İ							
	0.11	46	R					N	IΑ			NA		1997
				To:		Dead End								
(1103)	0.56	330	R	From:		SR 47		N	IA			NA		1997
	3.00			To:	SR 40									
				From:		Dead End								
(1104)	0.19	90	R	To:		10.700	_	NA		NA	NA		1997	
				From:		19-709	<u> </u>							
1105	0.06	NA				19-1103		Ν	IΑ			NA		
				To		Dead End								
1106				From:		Dead End								
	0.50	270	R	To:		19-645	_	N	IA			NA		08/30/2000
				From:		SR 40	÷							
(1107)	0.09	120	R			510		N	IΑ			NA		1997
				To:		19-1103								
(1108)	0.19	80	R	From:		Dead End			IA	_		NA		08/30/2000
	0.19	00		To:		SR 40						INA		00/30/2000
				From:		19-709	j							
(1109)	0.25	100	R				<u> </u>	Ν	IA			NA		1997
				To:		Dead End								
(1110)	0.15	80	R	From:		Dead End		K	IA			NA		1997
	0.10	OU	rs	To:		SR 47	\neg	1\				INA		1881
		_					_		_			***		_

					Charlotte Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peal	(.)K	Dir Factor	AAWDT	QW	Year
Town of Charlotte C.H.				From:	SR 40						
(1111)	0.65	640	R		222.10	NA			NA		1997
				To:	SR 47						
\bigcirc				From:	Dead End						
(1113)	0.25	250	R	To:	10 1111	NA I			NA		08/30/200
				From:	19-1111						
(1114)	0.22	240	R	110111.	19-1111	l NA			NA		08/30/200
(1114)	0.22			To:	19-1111						00/00/20
Town of Drakes Branch											
	0.40	450		From:	Dead End	N.1.A			NIA		00/00/00
(1201)	0.12	150	R	To:	19-619	NA I			NA		08/30/20
				From:	SR 47						
(1202)	0.20	240	R		SK 47	NA NA			NA		08/30/20
				To	Dead End						
				From:	19-619						
1203)	0.03	540	R			NA			NA		10/31/20
				To:	SR 47						
	0.24	240	В	From:	19-619	NI A			NIA		10/21/20
(1204)	0.24	310	R	To:	SR 47	NA I			NA		10/31/20
				From:	SR 47						
(1205)	0.25	160	R		SIC 17	NA			NA		07/10/20
				To:	0.25 ME SR 47						
(1205)	0.25	40	R	From:	0.25 ME SK 17	NA			NA		07/10/20
				To:	Dead End						
				From:	SR 47			-			
(1206)	0.25	210	R	To:		NA			NA		10/31/20
					Dead End						
	0.21	180	R	From:	19-619	l NA			NA		10/31/20
(1207)	0.21	100	IX.	To:	19-637	INA			INA		10/31/20
				From:	Dead End						
(1208)	0.06	40	R			NA			NA		08/30/20
				To:	19-619						
			_	From:	Cul-de-Sac						
(1209)	0.16	80	R	To:	10.600	NA I			NA		08/30/20
				From:	19-623						
	0.15	30	R	rioiii.	Dead End	l NA			NA		10/11/20
(1210)	0.13	30	IX.	т	10.1012	INC.			INA		10/11/200
	0.01	330	R	From:	19-1212	NA			NA		10/11/20
1210	0.01		•••	To:	SR 47				10.		10/11/20
				From:	Dead End						
(1211)	0.06	40	R			NA			NA		08/30/20
				To:	19-623						
\bigcirc				From:	19-1210						
1212	0.12	220	R	To:	Dood Fr. J	NA			NA		10/11/20
-				From:	Dead End						
(1010)	0.06	90	R	riom:	Dead End	l NA			NA		10/11/20
(1213)	0.00	30	1	To	SR 47	IN/A			INA		10/11/20
Charlotte County											
Charlotte County				From:	19-654						
9091)	0.23	100	R	~ F		NA			NA		04/04/200
				To:	EUREKA ELEM SCH						

					Orianotte Maintenance / trea				
Route	Length	AADT	QA	4Tire	BusTruckTrail 2Trail	OC	QK Dir Factor	AAWDT QV	V Year
Charlotte County									
\bigcirc	0.00			From:	US 15	J			
(9092)	0.06	NA		To:	0.11.0	NA I		NA	
					Cul-de-Sac				
Town of Charlotte C.H.				From:	19-645	1			
	0.08	730	R		19-043	I NA		NA	04/04/200
(9093)	0.00	700	11	To:	Dead End	1		147 (0-1/0-1/2000
Cl. 1 C				•	Dette Ente	<u></u>			
Charlotte County				From:	Dead End				
9477)	0.06	140	R			NA		NA	04/05/200
				To:	SR 40	1			
Town of Charlotte C.H.									
<u> </u>				From:	SR 47				
(9504)	0.03	NA				NA		NA	
				To:	CENTRAL HIGH SCHOOL				
Town of Phenix									
			_	From:	19-727]			
(9729)	0.09	200	R			NA I		NA	04/04/2000
				To:	Dead End				
Charlotte County				From:	10.000	T			
	0.00	400	В	From:	19-606	l NA		NIA	04/04/2000
(9730)	0.09	190	R	To:	BACON ELEM SCH	NA I	INA	NA	04/04/2000
				- 1	DACON ELEW SCH				